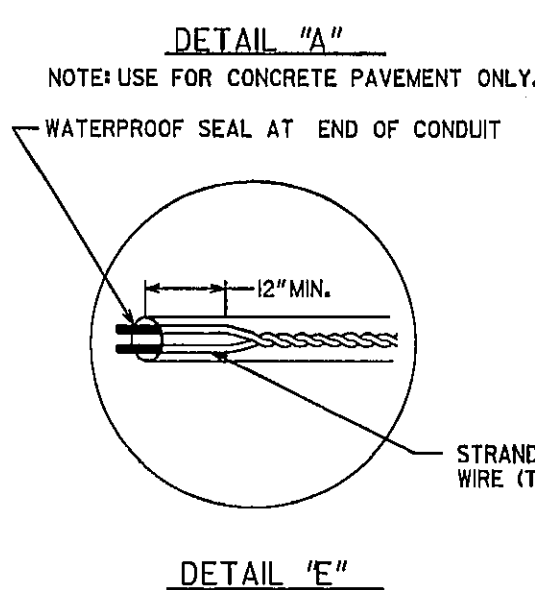
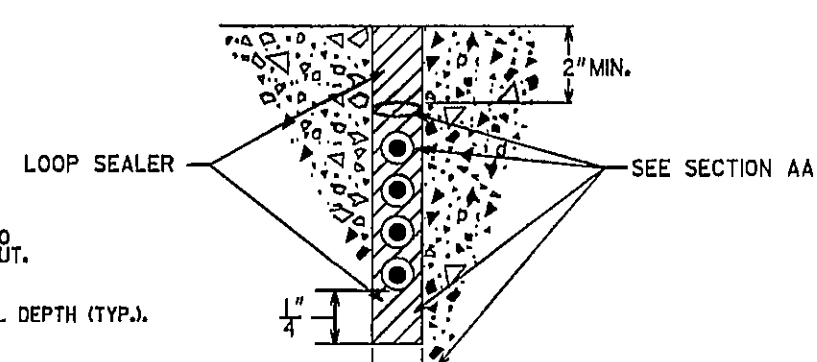
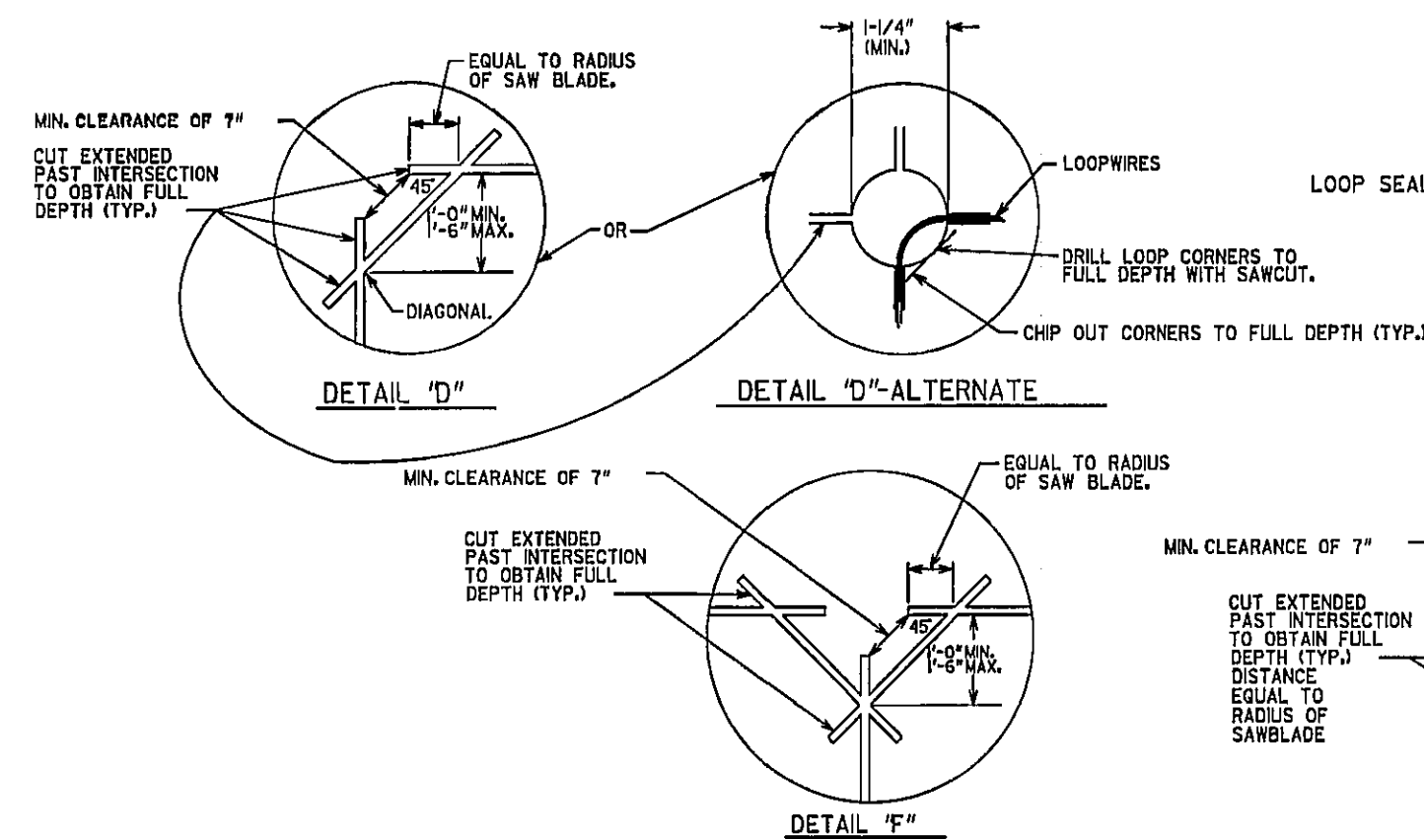
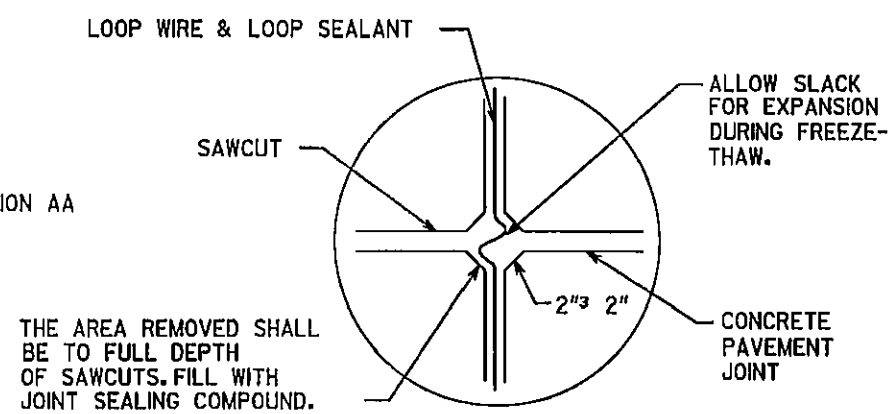
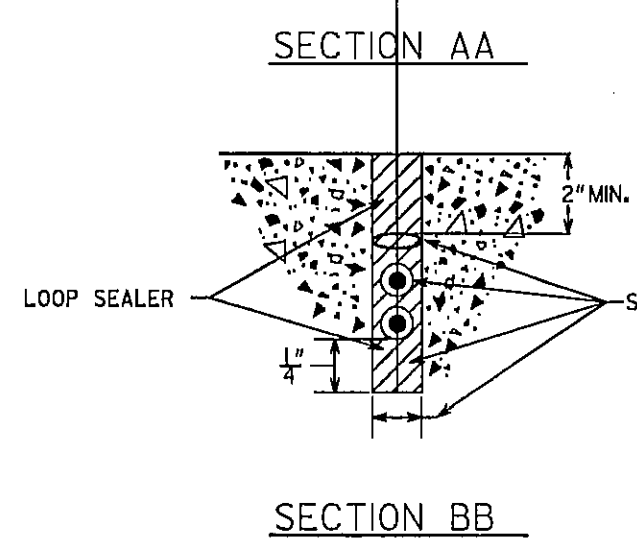
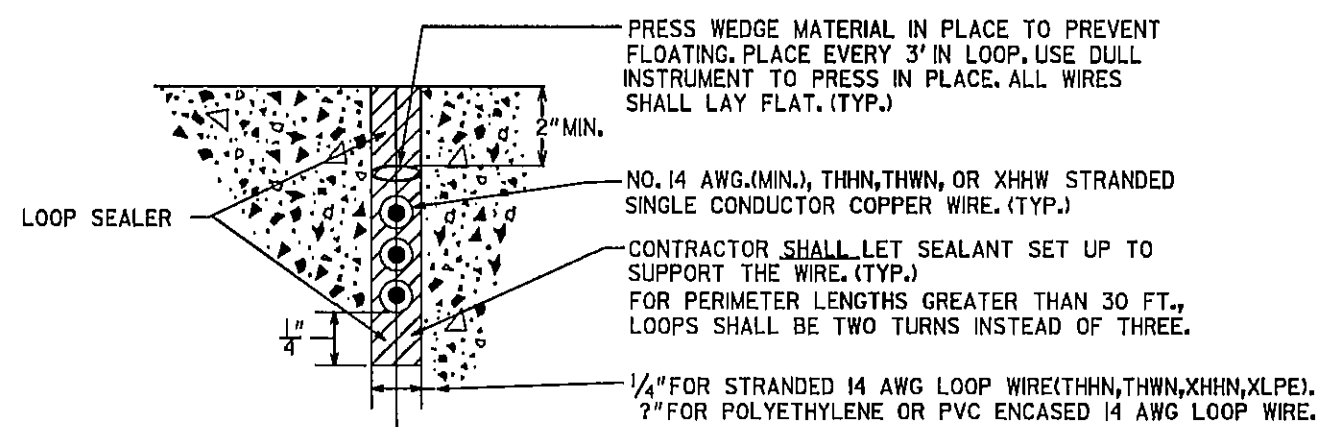
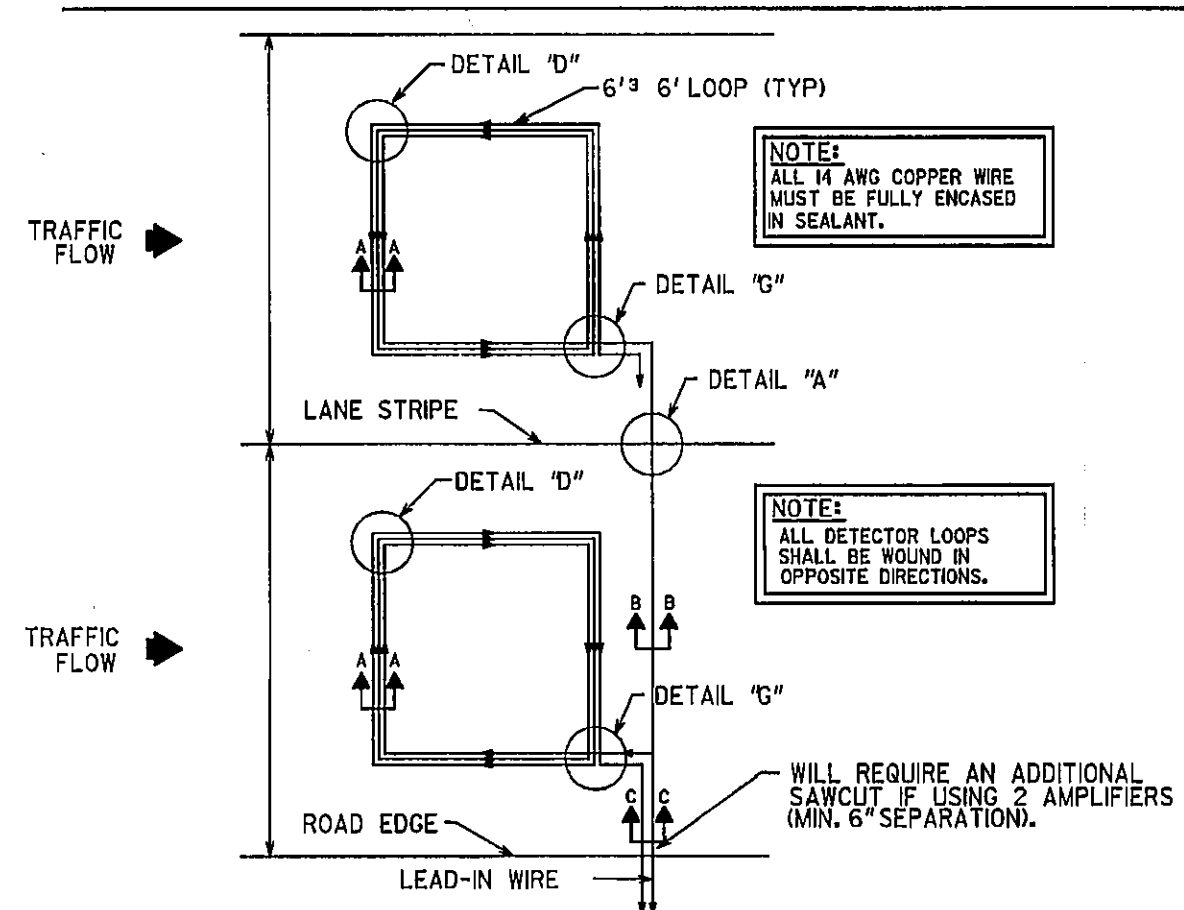
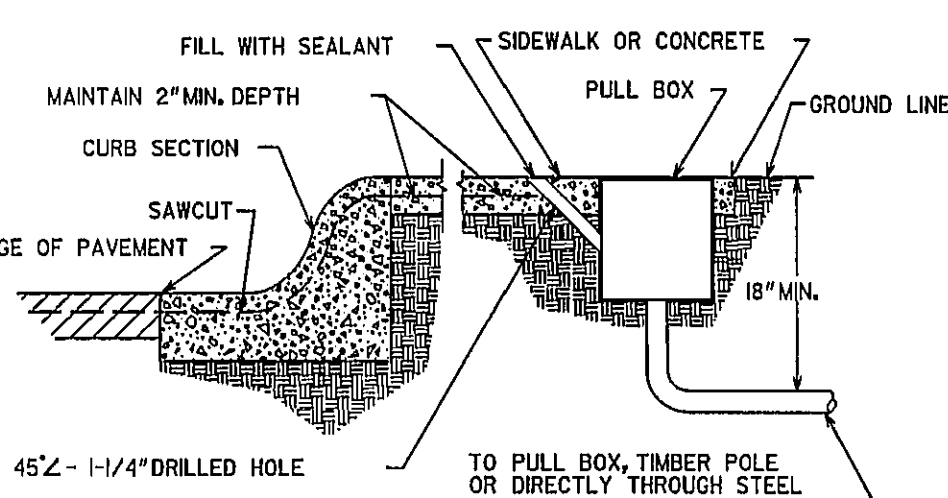


INDUCTIVE LOOP VEHICLE DETECTOR DETAILS
USING STRANDED COPPER WIRE

PLAN VIEW OF STANDARD LOOP SAW CUTS

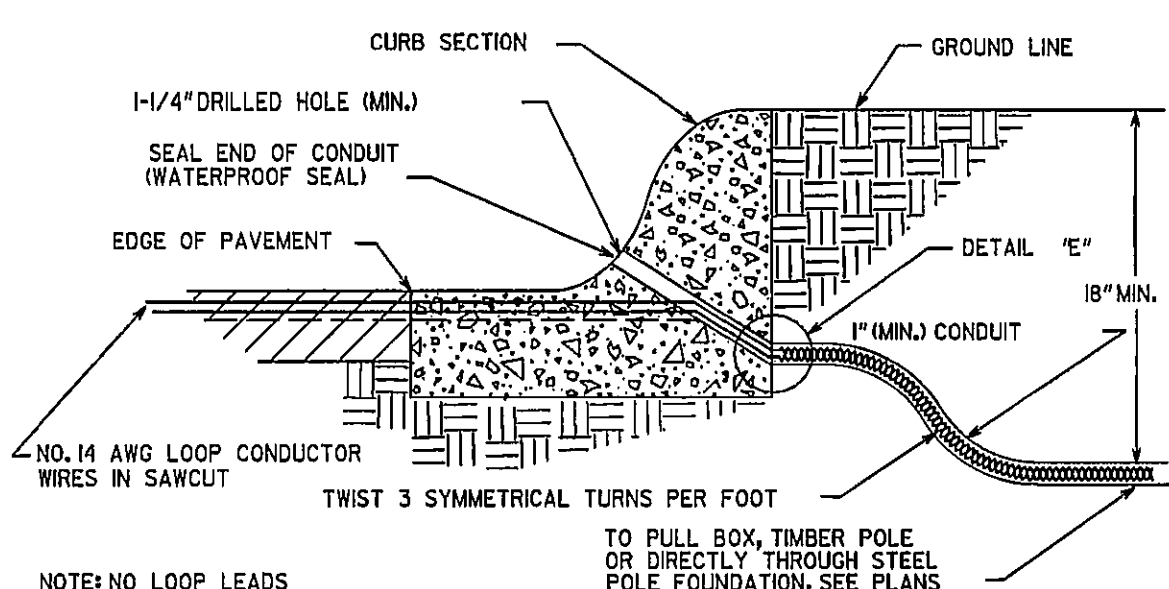


TYPICAL CURB DETAIL
(WITH SIDEWALK)



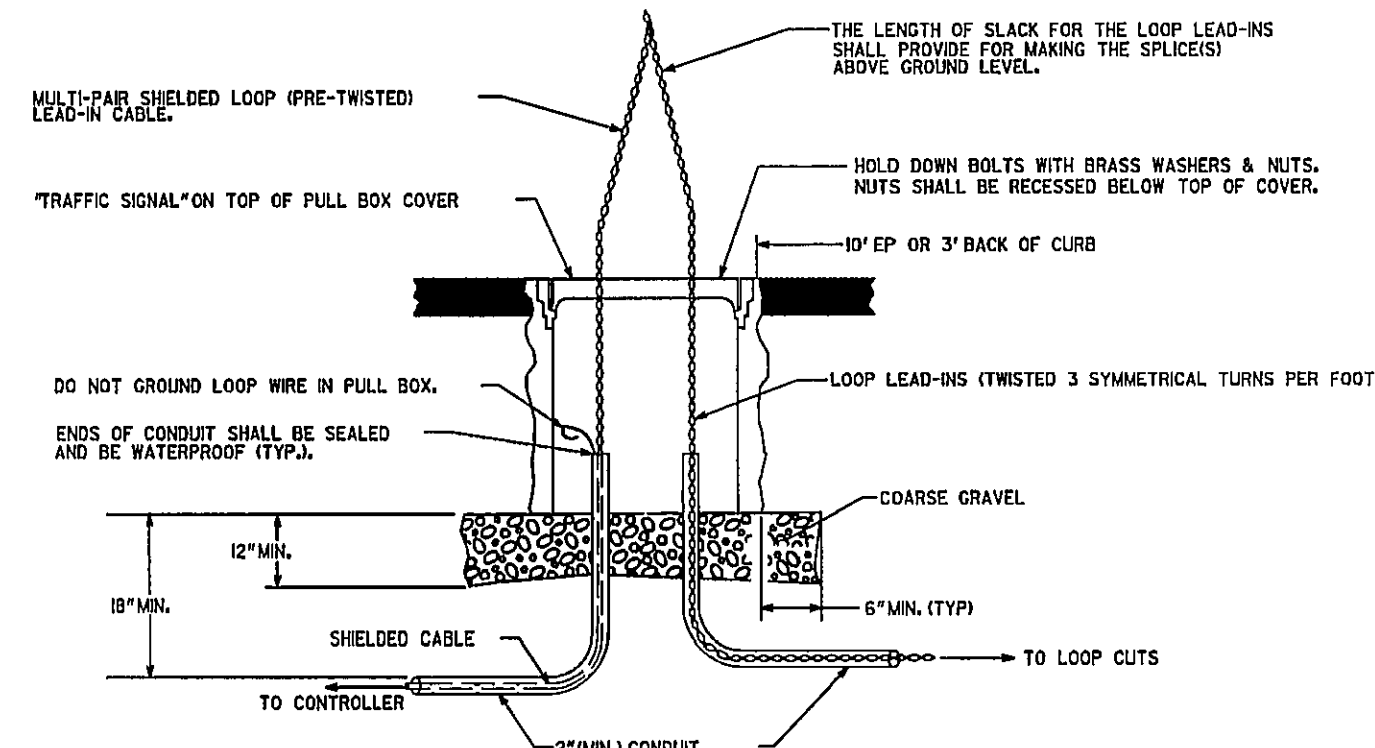
NOTE: NO LOOP LEADS THROUGH TURNING RADIUS

TYPICAL CURB DETAIL
(WITHOUT SIDEWALK)

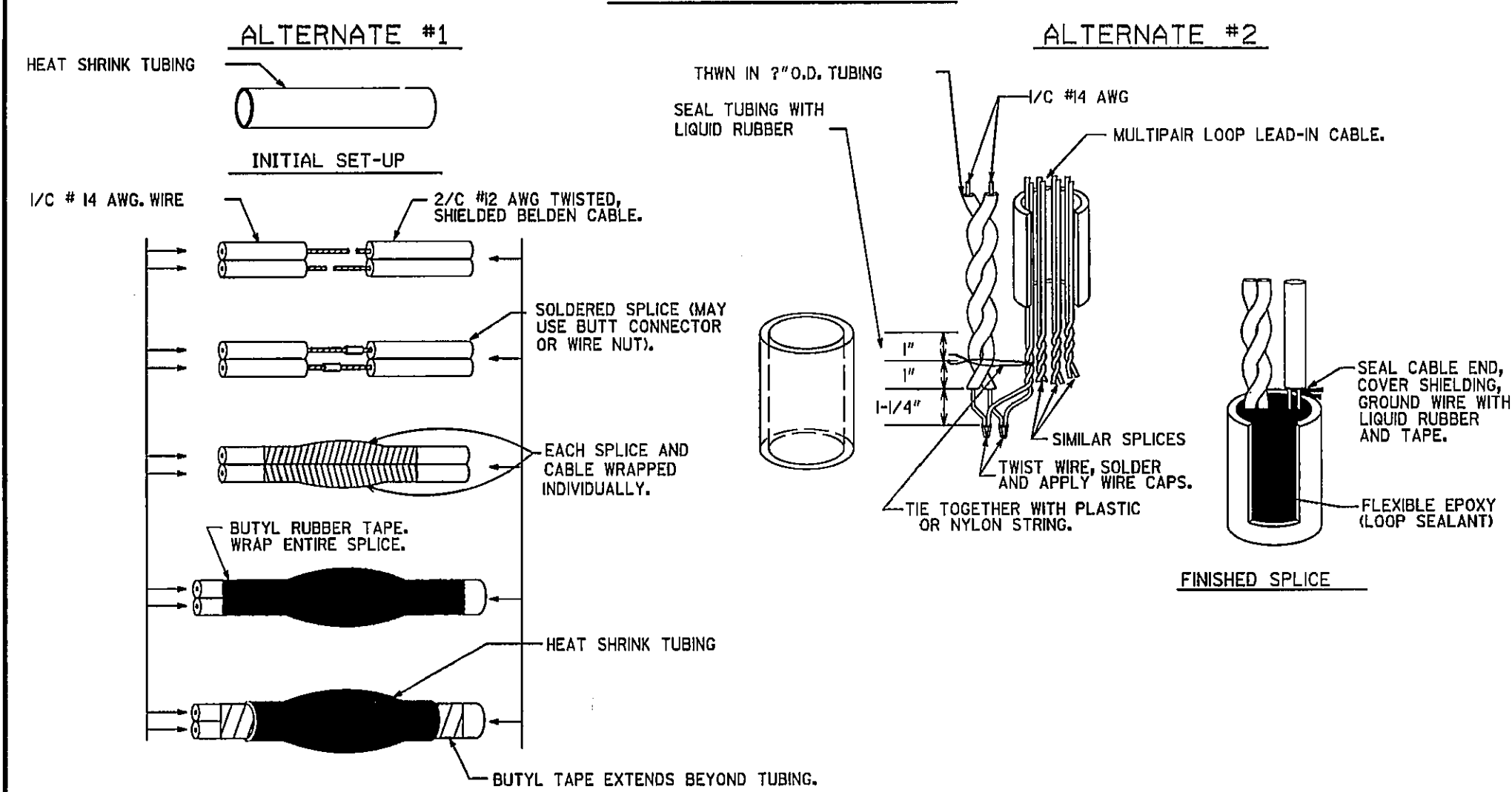


NOTE: NO LOOP LEADS THROUGH TURNING RADIUS

PULL BOX-SPLICE DETAILS

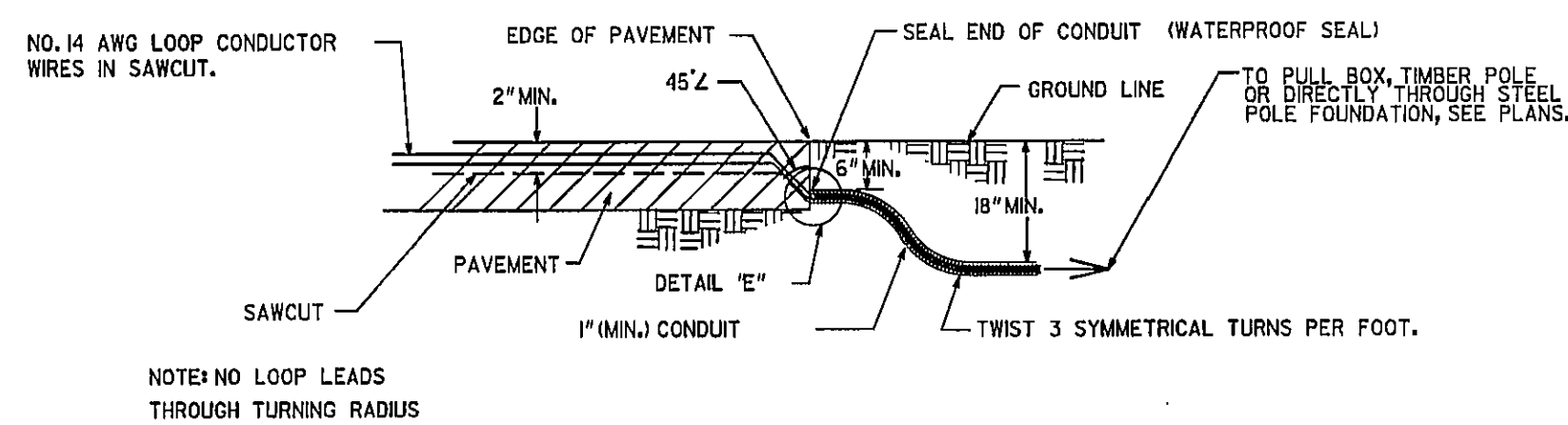


SPLICE DETAILS



NOTE: FINISHED SPLICE MUST BE WATERPROOF.

DETAIL WHERE NO CURB EXISTS



Guidelines For Usage On Metro Projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following "Rounded-Off" conversion factors: 1"=25mm, 4'-00mm and 12"=300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

-NO SCALE-

REVISION DATES

1/13/04
4/12/04
7/27/04

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS
SIGNAL PLANS

LOOP DETECTOR INSTALLATION
DETAIL

DECEMBER 1998

TS-01
DRAWING No.